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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
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**SOUTHEAST CHINA
SHIPYARD EXPANSION**

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PHOTOGRAPHIC INTERPRETATION REPORT

SOUTHEAST CHINA SHIPYARD EXPANSION

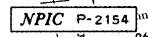
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INSTALLATION OR ACTIVITY NAME				COUNTRY	
Southeast China Shipyard Expansion				CH	
UTM COORDINATES	GEOGRAPHIC COORDINATES	FILE NUMBER	COMIREX NO.	NIETB NO. 25X1	
NA	See below	See below	See below	See below	
MAP REFERENCE					
SAC. USATC, Series 200, Sheets 0386-22, 0493-4, 0614-6, 0615-4, scale 1:200,000					
		NEGATION DATE (if required) 25X1			
		NA			
NA		NPIC PROJECT			
		143302NV			

ABSTRACT

1. A major expansion program has been underway at several shipyards located along the major rivers of east and south China. This report, the second of a series, describes construction and expansion projects at eight specific shipyards. Based on photography between January 1967 and May 1971, the report contains text, a location map, eight photographs, and references.

INTRODUCTION

2. Major expansion has been underway at seven shipyards and one boatyard along the Yang-tze, Chu-chiang, and the Hsi-chiang Rivers (Figure 1). Concurrently with expansion of the yards, construction on submarines (SS), destroyers (DD), and patrol boats (PTG) has continued. Each of these yards is being expanded and modernized to play a more specialized and productive role in the Chinese shipbuilding effort.

Table 1. Shipyards Being Expanded in Southeast China

Item No	Installation	Coordinates	25X1
1	Nan-ching Shipyard	32-06-45N 118-44-45E	
2	Wu-hu Shipyard	31-21-00N 118-21-05E	
3	Wu-han Shipyard Ching-shan	30-39-38N 114-25-59E	
4	Wu-han Shipyard Wu-chang	30-32-01N 114-17-14E	
5	Wu-han Boatyard	30-31-15N 114-16-55E	
6	Huang-pu Naval Base & Shipyard	23-05-05N 113-24-54E	
7	Canton Shipyard Tung-lang	23-04-27N 113-14-52E	
8	Wu-chou Shipyard Kuei-chiang	23-30-12N 111-19-30E	

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BASIC DESCRIPTION

Nan-ching Shipyard [REDACTED]

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3. [REDACTED] an additional support building was constructed and footings were put in place for expansion and extension of the two-bay fabrication building. By [REDACTED], three new bays were near completion and the fourth and final bay was partially covered (Figure 2). The building will be approximately [REDACTED] when complete.

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Wu-hu Shipyard [REDACTED]

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4. Expansion at this shipyard began at a relatively slow pace in August 1967. The buildingways next to the fabrication building were dismantled and construction was started on a two-bay addition to the downstream side of the fabrication building. Construction on the two-bay addition and two new support buildings was completed by [REDACTED]. In addition to the shipyard expansion, one Hoku PTG was observed at the fitting-out wharf. This was the first indication that a combatant-type vessel was being built at this yard. A three-bay boatshed had been built

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over the previously dismantled buildingways [redacted] 25X1
[redacted] the remaining buildingways had been dismantled and the 25X1
transverser had been partially dismantled. It appears that a
large inclined buildingway will replace them. Also, a craneway
with a single portal jib crane has been built between the three-
bay boatshed and the probable inclined buildingway (Figure 3).

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Wu-han Shipyard Ching-shan ([redacted]

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5. Initial expansion at this shipyard began in August 1969. One area appeared to be undergoing excavation and seven buildings were in an early stage of construction at the associated administration/support complex. [redacted] the seven buildings (one barracks and six workmen's quarters) were complete and one new probable barracks was under construction. Within the shipyard area, three new storage/support buildings appeared to be in the mid-to-late stage of construction. Footings had been constructed for two new possible fabrication buildings (Figure 4). 25X1

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Wu-han Shipyard Wu-chang [REDACTED]

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6. [REDACTED], a small bay was added to the construction hall. Overhaul of the launch cradle was noted during the winter of 1969-1970 and completed prior to 5 November 1970. In addition, a new shop/storage building was constructed during the summer of 1970. Two additional portal cranes have been constructed and added to the craneway between buildingways 1 and 2. Four portal cranes now service buildingways 1 and 2. [REDACTED] three submarines were under construction on the buildingways. This was the first time that three submarines were observed being built simultaneously (Figure 5). [REDACTED] the submarines were still under construction.

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Wu-han Boatyard ()

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7. A nominal amount of activity was noted at this yard prior to the fall of 1969. Between early spring 1970 () substantial construction took place. Two new support buildings had been constructed and appeared operational, a new side-launch marine railway and footings for possible new buildingways were partially in place, and footings for a new probable winchhouse/maintenance building were under construction (Figure 6). () the winchhouse/maintenance building

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had been completed while construction on the side-launchway and buildingways was in the early-to-midstages.

Huang-pu Naval Base and Shipyard

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8. [] the shipyard area contained a two-bay construction hall measuring 120 by 60 meters (394 by 197 feet), an end-haul launchway extending from the north bay of the hall, a fabrication building, and several small shops. []

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footings for the extension to the south bay of the construction hall were observed. In addition to the construction, several hull sections were observed next to the hall. At least three of these sections were possibly submarine hull sections. The south bay extension was in the final stages of construction []

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Several hull sections were again observed next to the hall; however, only one section equated to that of a submarine. By []

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footings extending from the north bay of the construction hall were observed. Construction was completed on the south bay extension of the construction hall sometime prior to []

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The rate of construction increased between []

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The north bay extension to the construction hall was completed, a second fabrication building and three additional shops were constructed, footings and concrete extended from the south side of the original construction hall towards the launch basin area, and the end-haul launchway had been partially dismantled. []

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the launchway had been completely dismantled and partially backfilled. New footings and concrete flooring extended from the north side of the original construction hall (Figure 7).

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9. [], rail had been laid on the new concrete flooring of the north and south bay extensions. A new fabrication building was in an early stage of construction. Hull sections and some probable submarine hull sections were observed. A probable stern section was protruding from the southern bay of the construction hall. Although the construction on the extension to the construction hall was continuing in July 1970, a launching rail system had been laid from the hall to the launch basin. A new quay area was under construction and a launching dock was butted up against it in line with the rail system extending from the south bay extension of the construction hall. The first real evidence of submarine construction was one R/W and two R submarines at the fitting-out wharf in the old yard.

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10. [] the extension to the construction hall was in a midstage of construction. Two six-track rail systems had been extended from the southern bay extension to the basin area. A four-track rail system and a six-track rail system extended from the northern bay extension to the basin area. The craneway adjacent to the north side of the hall had also been extended to the basin area. One R submarine was located at the fitting-out area of the old yard. Extensive construction activity was noted at the barracks and workmen's housing area adjacent to the shipyard. [] the extension to the construction hall was nearly complete. One additional shop had been constructed and foundation work for another shop were observed adjacent to the most recently built fabrication building. Construction continued at the workmen's housing area, but at a slower pace.

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Canton Shipyard Tung-lang

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11. Sometime between the completion of the Kiang-nan destroyer escort construction program in early 1969 and August 1969, construction began on a new fabrication building. In addition, a launching dock was completed for use at Huang-pu Naval Base and Shipyard. [] two additional bays had been added to the fabrication building and footings indicated a further expansion. [] two more bays appeared complete. The upstream building platform was being

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lengthened and one large way had replaced the two previous smaller ways. Construction of the first Luta destroyer (DDGS) to be built at this yard was observed on the large way. A new craneway and portal jib crane were constructed parallel to the upstream side of the new way. Expansion at the yard has continued [redacted] The building platform which previously supported ways 7 and 8 which had been dismantled has been modified. New footings were observed on the south side of the fabrication building, again indicating future expansion (Figure 8).

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Wu-chou Shipyard Kuei-chiang ([redacted])

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12. [redacted] two small shop buildings were added to the yard. [redacted] [redacted], no further construction took place. [redacted] a fabrication building and five support buildings had been built and appeared operational (Figure 9). Two possible new-type combatants were under construction.

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REFERENCES

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MAPS OR CHARTS

SAC. USATC, Series 200, Sheets 0386-22, 0493-4&6,
0614-6, 0615-4, scale 1:200,000

REQUIREMENT

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